

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.
(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

20 AUG 1942

Ship's Name NOT YET KNOWN Tuzla	Official Number	Nationality and Port of Registry BRITISH. PORT OF REGISTRY NOT YET KNOWN.	Gross Tonnage NOT YET ASSIGNED.	Date of Build 1942.	Port of Survey NEWCASTLE-ON-TYNE
Moulded Dimensions: Length 178'-9" ON L.W. LINE. Breadth 40'-0" Depth 15'-0" (ACTUAL) 12'-9" (VIRTUAL)					Date of Survey DURING CONSTRUCTION
Moulded displacement at moulded draught = 85 per cent. of moulded depth 17440 tons 1438 AT 85% VIRTUAL DEPTH.					Surveyor's Signature S. Little
Coefficient of fineness for use with Tables .664 .68 (.649 ACTUAL)					Particulars of Classification +100 A.I. WITH FREEBOARD - FERRY SERVICE.

Depth for Freeboard (D). Moulded depth ... Virtual ... 12.75 Stringer plate ... 2025 Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 12.75	Depth correction. (a) Where D is greater than Table depth (D - Table depth) R = $(12.75 - 11.92) \cdot 37 \cdot 5 = +1.14$ (b) Where D is less than Table depth (if allowed) (Table depth - D) R = If restricted by superstructures	Round of Beam correction. Moulded Breadth (B) 40'-0" Standard Round of Beam = $\frac{B \times 12}{50} = 9.6$ Ship's Round of Beam = 3 Difference 6.6 Restricted to Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{6.6}{4} \times 0.854 = +0.03$
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DEDUCTION FOR SUPERSTRUCTURES.

Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	178	176	2.25	66.68
.. overhang ...			+0.023	
R.Q.D. enclosed ...			2.273	
.. overhang ...				
Bridge enclosed ...				
.. overhang aft ...				
.. overhang forward				
F'cle enclosed ...				
.. overhang ...				
Trunk aft ...				
.. forward ...				
Tonnage opening aft ...				
.. forward				
Total ...	176	176		66.68

Standard Height of Superstructure 6.00'
.. R.Q.D.
Deduction for complete superstructure 23.875"
Percentage covered $\frac{S}{L} = 98.46$
.. $\frac{S_1}{L} =$
.. $\frac{E}{L} = 37.30$
Percentage from Table, Line A.
(corrected for absence of forecastle (if required))
Percentage from Table, Line B. 25.20
(corrected for absence of forecastle (if required)) 20.20
Interpolation for bridge less than 2L (if required)
Deduction = $23.875 \times .202 = -4.82$

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	27.88	1		27.88	3"	3.00	1		3.00
$\frac{1}{2}$ L from A.P. ...	12.40	4		49.60	$\frac{1}{4}$ "	.25	4		1.00
$\frac{3}{8}$ L ..	3.09	2		6.14	NIL.	-	2		-
Amidships ...		4		-	NIL.	-	4		-
$\frac{5}{8}$ L from F.P. ...	6.13	2		12.28	$\frac{1}{16}$ "	.06	2		.12
$\frac{1}{8}$ L ..	24.81	4		99.24	$\frac{13}{16}$ "	.81	4		3.24
F.P. ...	55.75	1		55.75	3"	3.00	1		3.00
Total ...				250.87					10.36

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{240.51 - .75 \cdot 4923}{18 \cdot 2577} = +3.44$
If limited on account of midship superstructure.
Mean actual sheer aft =
Mean standard sheer aft = } DEFICIENT
Mean actual sheer forward =
Mean standard sheer forward = }
Length of enclosed superstructure forward of amidships = } DEFICIENT
.. .. aft of .. = } SHEER

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 15.02 Summer freeboard = 5.92 Moulded draught (d) = 9.10 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = $2.28 = 2\frac{1}{4}$ Addition for Winter North Atlantic Freeboard (if required) =	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta = 1161$ Tons per inch immersion at summer load water line $T = 13.84$ Deduction = $\frac{\Delta}{40T}$ inches = $2.10 = 2$	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient NIL Depth Correction ... 1.14 Deduction for superstructures ... 4.82 Sheer correction ... 3.44 Round of Beam correction03 Correction for Thickness of Deck amidships ... 27.28 Other corrections, scantlings, etc. to correspond to SUMMER EXTREME DRAUGHT OF 9'-0" 24.32 Summer Freeboard = 71.00
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:

Tropical Fresh Water Line above Centre of Disc ...	Fresh Water Line ... 2"	Tropical Fresh Water Freeboard ...
Tropical Line NOT ASSIGNED ...	Winter Line below ... 2 1/4	Fresh Water ... 5 1/9
Winter Line ...	Winter North Atlantic Line NOT ASSIGNED ...	Tropical ... 4
Winter North Atlantic Line ...		Winter ... 6 1/4
		Winter North Atlantic ...

A new form should be prepared if any alterations that affect the freeboard have been made. If no such alterations have been made, the Surveyor should endorse the form on this side with his signature and the date.

NEWCASTLE
WALKER-ON-TYNE
REPORT NO 99047
FERRY SERVICE
ADMIRALTY
MUREFTE
SWAN, HUNTER & WIGHAM RICHARDSON LTD
WALKER-ON-TYNE
1752

Trade of ship FERRY SERVICE.

Names of sister ships "MUREFTE" REPORT NO 99047 NEWCASTLE. ETC.

Builder's name and yard number MESSRS SWAN, HUNTER & WIGHAM RICHARDSON LTD WALKER-ON-TYNE. NO 1752

Owners "ADMIRALTY."

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Foundation